



INTERCONTINENTAL JET CORP.

January 24, 2000

Ms. Georgia Snyder
National Transportation Safety Board

Georgia,

This letter is a followup to our telephone conversation of 1-24-00 concerning my flight on Friday 1-21-00 in N386TM.

I filed an IFR flight plan and secured a weather briefing for a flight from Tulsa, OK to San Antonio, TX. The aircraft was fueled the previous night. The fuel load was 336 gallons of fuel. I made a normal takeoff using 20 degrees of flaps and climbed to FL200. The flight took one hour and fifty minutes to reach San Antonio. Upon arrival at San Antonio, I executed an ILS approach to RW 12 R and made a normal landing and reversing to a full stop. I taxied the aircraft to Gen-Aero and parked the aircraft. This flight was very normal and all systems performed properly.

On Wednesday, 1-19-00, I also flew the aircraft to test the avionics systems and the autopilot. This flight also was very normal and all systems performed properly.

In my opinion, the aircraft was in excellent mechanical condition when I flew it and I did not see anything on either flight to concern me.

Sincerely,

David Milligan

3322 N. 74th E. AVE.
TULSA, OKLAHOMA 74115
HANGAR 27
918 / 834-8888
FAX: 918 / 834-1751